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UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.

Issued by the Department of Transportation on August 29, 2001

NOTICE OF ACTION TAKEN -- DOCKET OST-2001-9738 - 3

This serves as notice to the public of the action described below, taken by the Department official indicated (no additional confirming order will be issued in this matter).

Applicant: Vensecar Internacional C.A.

Date Filed: May 22, 2001

Relief requested: Exemption from 49 U.S.C. 41301 to conduct scheduled foreign air transportation of property and mail between a point or points in Venezuela and Miami, FL, via the intermediate points Netherlands West Indies, Jamaica and Cuba;¹ and all-cargo charters pursuant to 14 CFR 212 of the Department's regulations.²

Applicant representative: Karan Bhatia 202-663-6000

Responsive pleadings: None

DISPOSITION

Action: Approved in part; Remainder dismissed (see Remarks below)

Action date: August 29, 2001

Effective dates of authority granted: August 29, 2001 - August 29, 2002

Basis for approval (bilateral agreement/reciprocity): U.S.-Venezuela Air Transport Agreement.

Remarks: We granted Vensecar's amended request to conduct operations solely between Venezuela and Miami. We dismissed, without prejudice, its request to serve the Netherlands West Indies, Jamaica and Cuba as intermediate points. We found, based on the record, that the applicant is operationally and financially qualified to conduct these proposed services, as conditioned below; properly licensed and designated under the agreement.³ The record also indicates that the majority of Vensecar's key management personnel are citizens of Venezuela, and that the carrier is owned 99.1% by Inversiones, a Venezuelan corporation, of which is 49% owned by a corporation and citizen of Bermuda.⁴ Despite the presence of non-homeland interest, particularly taking into account the absence of opposition on the record, we found that there was nothing in the ownership and control of the carrier that would be inimical to U.S. aviation policy or interests. Therefore, we concluded that waiver of our standard requirement that substantial ownership and effective control of a foreign carrier rest in the hands of citizens of its homeland was warranted.

Except to the extent exempted/waived, the authority granted is subject to the terms, conditions, and limitations indicated:

X Standard exemption conditions (attached)

X Special conditions: (1) In the conduct of these operations, Vensecar may use only aircraft wet leased from a duly authorized and properly supervised U.S. or foreign air carrier that receives requisite authority under the provisions of 14 CFR 212 of the Department's regulations; and (2) Vensecar shall not perform any Third or Fourth Freedom charters unless specific authority in the form of a statement of authorization for such charter(s) has been granted by the Department. Applications for statements of authorization involving all-cargo charters may be filed up to ten (10) calendar days before the flights pursuant to the procedures set forth in 14 CFR 212.

**Action taken by: Paul L. Gretch, Director
Office of International Aviation**

¹ By letter dated July 26, 2001, Vensecar withdrew its request to serve the Netherlands West Indies, Jamaica and Cuba as intermediate points without prejudice to its right to reapply for such authority at a later date.

² Vensecar stated that its services to the United States will be conducted by wet leasing from a properly licensed carrier of a country with a Category 1 IASA rating.

³ Vensecar incorporated by reference information in its application for a foreign air carrier permit filed in Docket OST-2001-9737 on May 22, 2001.

⁴ The Bermuda citizen in question is DHL International Limited. The applicant reports that holders of 5% or more of the capital stock of DHL International are: Deutsche Post AG; Deutsche Lufthansa AG; Chester Investments Limited; Exeter Investments Limited; and Japan Airlines Company Limited.

Under authority assigned by the Department in its regulations, 14 CFR Part 385, we found that (1) our action was consistent with Department policy; (2) grant of the exemption was consistent with the public interest; and (3) grant of the authority would not constitute a major regulatory action under the Energy Policy and Conservation Act of 1975. To the extent not granted/deferred/dismissed, we denied all requests in the referenced Docket. We may amend, modify, or revoke the authority granted in this Notice at any time without hearing at our discretion.

Persons entitled to petition the Department for review of the action set forth in this Notice under the Department's regulations, 14 CFR §385.30, may file their petitions within ten (10) days after the date of issuance of this Notice. This action was effective when taken, and the filing of a petition for review will not alter such effectiveness.

*An electronic version of this document is available on the World Wide Web at:
http://dms.dot.gov/reports/reports_aviation.asp*

FOREIGN AIR CARRIER CONDITIONS OF AUTHORITY

In the conduct of the operations authorized, the holder shall:

- (1) Not conduct any operations unless it holds a currently effective authorization from its homeland for such operations, and it has filed a copy of such authorization with the Department;
- (2) Comply with all applicable requirements of the Federal Aviation Administration, including, but not limited to, 14 CFR Parts 129, 91, and 36;
- (3) Comply with the requirements for minimum insurance coverage contained in 14 CFR Part 205, and, prior to the commencement of any operations under this authority, file evidence of such coverage, in the form of a completed OST Form 6411, with the Federal Aviation Administration's Program Management Branch (AFS-260), Flight Standards Service (any changes to, or termination of, insurance also shall be filed with that office);
- (4) Not operate aircraft under this authority unless it complies with operational safety requirements at least equivalent to Annex 6 of the Chicago Convention;
- (5) Conform to the airworthiness and airman competency requirements of its Government for international air services;
- (6) Except as specifically exempted or otherwise provided for in a Department Order, comply with the requirements of 14 CFR Part 203, concerning waiver of Warsaw Convention liability limits and defenses;
- (7) Agree that operations under this authority constitute a waiver of sovereign immunity, for the purposes of 28 U.S.C. 1605(a), but only with respect to those actions or proceedings instituted against it in any court or other tribunal in the United States that are:
 - (a) based on its operations in international air transportation that, according to the contract of

carriage, include a point in the United States as a point of origin, point of destination, or agreed stopping place, or for which the contract of carriage was purchased in the United States; or

(b) based on a claim under any international agreement or treaty cognizable in any court or other tribunal of the United States.

In this condition, the term "international air transportation" means "international transportation" as defined by the Warsaw Convention, except that all States shall be considered to be High Contracting Parties for the purpose of this definition;

(8) Except as specifically authorized by the Department, originate or terminate all flights to/from the United States in its homeland;

(9) Comply with the requirements of 14 CFR Part 217, concerning the reporting of scheduled, nonscheduled, and charter data;

(10) If charter operations are authorized, except as otherwise provided in the applicable bilateral agreement, comply with the Department's rules governing charters (including 14 CFR Parts 212 and 380); and

(11) Comply with such other reasonable terms, conditions, and limitations required by the public interest as may be prescribed by the Department, with all applicable orders or regulations of other U.S. agencies and courts, and with all applicable laws of the United States.

This authority shall not be effective during any period when the holder is not in compliance with the conditions imposed above. Moreover, this authority cannot be sold or otherwise transferred without explicit Department approval under Title 49 of the U.S. Code (formerly the Federal Aviation Act of 1958, as amended).

